

30 October – 11 November 2011

**FORTNIGHTLY LITERATURE REVIEW**

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
<p>Villanueva, K., Giles-Corti, B., Bulsara, M., McCormack, G.R., Timperio, A., Middleton, N., Beesley, B. and Trapp, G. 2011. 'How far do children travel from their homes? Exploring children's activity spaces in their neighbourhood.' <i>Health &amp; Place</i>, doi:10.1016/j.healthplace.2011.09.019. * <a href="http://www.sciencedirect.com/science/article/pii/S1353829211001936">http://www.sciencedirect.com/science/article/pii/S1353829211001936</a></p>	<p>'Activity space' is a term used to describe the interaction between an individual's habitual movements and their environment. This paper looks at how children interact with their neighbourhoods, and explores the impact of built environment, socio-cultural and individual factors on the size of a child's activity space. 11480 children and 1314 parents from Perth, WA participated in the study, which took place in 2007. The children completed a cross-sectional questionnaire, wore a pedometer for 7 days and participated in a mapping activity. The parents also completed a questionnaire. The results showed that over half of the participants travelled in less than 25% of their neighbourhoods. There was a relationship between smaller activity spaces, and more local destinations and parent report of living on busy roads.</p>	<p>APAN</p>	<p>Activity space; children; physical activity; mobility; neighbourhood design; walkability; traffic safety</p>
<p>Major Cities Unit, Department of Infrastructure and Transport. 2011. <i>State of Australian Cities</i>. Canberra: Major Cities Unit, Department of Infrastructure and</p>	<p>This report builds on the State of Australian Cities 2010 report, providing an update on population growth and trends; productivity; sustainability (including energy use, water supply, air quality and waste); liveability; and</p>	<p>HBEP</p>	<p>Australia; major cities; liveability; physical activity; social interaction;</p>

<p>Transport. *</p> <p><a href="http://www.infrastructure.gov.au/infrastructure/mcu/soac_files/INFRA_1211_MCU_SAC_2011.pdf">http://www.infrastructure.gov.au/infrastructure/mcu/soac_files/INFRA_1211_MCU_SAC_2011.pdf</a></p>	<p>governance in major Australian cities. Australia's major cities, as defined by population, are Perth, Darwin, Cairns, Townsville, Sunshine Coast, Toowoomba, Brisbane, Gold Coast-Tweed, Newcastle, Sydney, Wollongong, Canberra-Queanbeyan, Albury-Wodonga, Melbourne, Geelong, Adelaide, Launceston and Greater Hobart. Chapter 5 of the report focuses on the liveability of these cities, and presents information on housing affordability, socio-economic status and health. The report references the Healthy Built Environment Program's Literature review (Kent et al 2011), and addresses physical inactivity, obesity and social isolation and exclusion in cities. The section from page 184 to 198 provides an overview of issues relating to healthy built environments – including neighbourhood design, active travel, walking, cycling, public transport, safety (including road safety and safety in the public realm), access to employment and services, and community wellbeing.</p>		<p>walkability; accessibility; socio-economic status; safety; federal government; policy; statistics</p>
<p>Schwartz, B.S., Stewart, W.F., Godby, S., Pollak, J., DeWalle, J., Larson, S., Mercer, D.G. and Glass, T.A. 2011. 'Body Mass Index and the Built and Social Environments in Children and Adolescents Using Electronic Health Records.' <i>American Journal of Preventive Medicine</i> 41(4): e17-e28.</p>	<p>This article addresses the relationship between age and the built and social environments in children aged 5 – 18 years. Using electronic health data from 47,769 children in Pennsylvania, the authors evaluated associations of environmental measures with BMI. The results showed that across all age groups, lower levels of community socio-economic deprivation and greater diversity of physical activity establishments were</p>	<p>APAN</p>	<p>Children; age; geographical boundaries; electronic health data; physical activity; socio-economic status;</p>

<p><a href="http://www.unboundmedicine.com/medline/ebm/record/21961475/abstract/Body-mass-index-and-the-built-and-social-environments-in-children-and-adolescents-using-electronic-health-records">http://www.unboundmedicine.com/medline/ebm/record/21961475/abstract/Body-mass-index-and-the-built-and-social-environments-in-children-and-adolescents-using-electronic-health-records</a></p>	<p>associated with lower BMI. Other findings were that higher population density and a lower level of county sprawl was related to lower BMI in older children. The authors concluded that age and definition of place have an impact on the relationship between BMI and the built and social environment.</p>		<p>obesity; BMI</p>
<p>Major Cities Unit, Department of Infrastructure and Transport. 2011. <i>Creating Places for People: an urban design protocol for Australian cities. Final Draft.</i> Canberra: Major Cities Unit, Department of Infrastructure and Transport.</p> <p><a href="http://www.infrastructure.gov.au/infrastructure/mcu/urbandesign/files/Creating_Places_for_People_25Oct11.pdf">http://www.infrastructure.gov.au/infrastructure/mcu/urbandesign/files/Creating_Places_for_People_25Oct11.pdf</a></p>	<p>The Australian National Urban Policy provides for the development of an Australian Urban Design Protocol. It is intended that the proposed framework will complement existing local government guidelines and protocols, as well as Healthy Spaces and Places. It speaks directly to criterion 8 of the agreement by the Council of Australian Governments (COAG 2009), which states that strategic planning systems should encourage 'world-class urban design and architecture'. The key goals and principles of the framework relate to prosperity (economic growth and living affordability); sustainability; liveability (healthy and cohesive communities); leadership; and design. In regard to liveability, the framework includes consideration of connectivity, social interaction, equity, vibrancy, diversity, safety, accessibility and walkability.</p>	<p>City Futures</p>	<p>Federal government; policy; urban design; neighbourhood design; liveability; social interaction; walkability</p>
<p>Freemark, Y. 2011. 'Car Sharing 2.0 Leaps Forward in Paris.' <i>The Transport Politic</i>, 4 October 2011</p>	<p>This article describes new developments in car sharing that address some of the limits of the concept. As it stands, car share users are usually required to return the cars to the place where they found them. However,</p>	<p>Social Impacts Alert</p>	<p>Car sharing; electric cars; active transport; sustainability; car</p>

<a href="http://www.thetransportpolitic.com/2011/10/04/car-sharing-2-0-leaps-forward-in-paris/">http://www.thetransportpolitic.com/2011/10/04/car-sharing-2-0-leaps-forward-in-paris/</a>	<p>in a number of cities around the world, including Paris, some car share companies are offering users one-way trips. In addition, the Autolib service in Paris has introduced a new fleet of electric cars, which can travel up to 250km on one four hour charge. Users are required to return the electric car to a space which features an electric plug-in, to allow the car to recharge for the next user. There are currently 33 stations, and plans to extend this to 1,120 by next year (not all within the city of Paris). The article discusses some of the issues that may arise through use of this new system – including uneven distribution of the cars throughout the city due to one-way trips, affordability, and the concern that some people may use these cars to commute to work instead of using public transport.</p>		<p>dependence; public transport; Paris</p>
<b>GETTING PEOPLE ACTIVE</b>			
<p>Gomes, G.A.O., Reis, R.S., Parra, D.C., Ribeiro, I., Hino, A.A.F., Hallal, P.C., Malta, D.C. and Brownson, R.C. 2011. 'Walking for leisure among adults from three Brazilian cities and its association with perceived environment attributes and personal factors.' <i>International Journal of Behavioural Nutrition and Physical Activity</i> 8(1): 111.</p>	<p>This article explores the relationship between physical activity, the built environment and health in low and middle-income countries. The authors conducted phone surveys with residents of three state capitals in Brazil over a number of years, to explore how the built environment impacted on walking for leisure in these areas. They also used data from the International Physical Activity Questionnaire and a modified version of the Neighbourhood Environment Walkability Scale. The results showed that engaging in 150 minutes or more of walking for leisure was linked to younger age,</p>	<p>APAN</p>	<p>Physical activity; walking; leisure; neighbourhood design; developing countries</p>

<a href="http://www.ijbnpa.org/content/8/1/111">http://www.ijbnpa.org/content/8/1/111</a>	<p>higher education, better self-rated health, and lack of sidewalks on nearby streets. Overall the authors found that personal factors were stronger predictors of walking for leisure as compared to built environment factors.</p>		
<p>King, A.C., Sallis, J.F., Frank, L.D., Saelens, B.E., Cain, K., Conway, T.L., Chapman, J.E., Ahn, D.K. and Kerr, J. 2011. 'Aging in neighbourhoods differing in walkability and income: Associations with physical activity and obesity in older adults.' <i>Social Science &amp; Medicine</i> 73(10): 1525-1533.</p> <p><a href="http://www.sciencedirect.com/science/article/pii/S0277953611005508">http://www.sciencedirect.com/science/article/pii/S0277953611005508</a></p>	<p>This study explores the relationship between objectively measured neighbourhood design, mobility impairment, physical activity, and body weight in older adults. Two US regional samples of community dwelling older adults, living in neighbourhoods with different walkability characteristics and income levels, were evaluated, using surveys, questionnaires relating to outdoor aerobic activities and mobility impairment, and accelerometers. The results showed that across regions, time and income levels, as well as mobility levels, older adults living in more walkable neighbourhoods had greater use of transport, higher levels of physical activity, and lower BMI, compared to those living in less walkable neighbourhoods.</p>	<p>APAN</p>	<p>Physical activity; mobility; older adults; neighbourhood design; walkability; public transport</p>
<p>Troped, P.J., Tamura, K., Whitcomb, H.A. and Laden, F. 2011. 'Perceived Built Environment and Physical Activity in U.S. Women by Sprawl and Region.' <i>American Journal of Preventive Medicine</i> 41(5): 473-479.</p>	<p>In this article, the relationship between perceptions of the built environment and physical activity for US women, relating to region and urban sprawl, was explored. The results showed that perceived proximity to shops and access to recreation facilities was positively associated with physical activity, while perceived crime was negatively associated with physical</p>	<p>APAN</p>	<p>Physical activity; women; urban sprawl; geographical location; access to shops; access to recreational</p>

<a href="http://www.sciencedirect.com/science/article/pii/S0749379711005459">http://www.sciencedirect.com/science/article/pii/S0749379711005459</a>	<p>activity, across all regions and level of sprawl. This indicates that these attributes are important correlates of physical activity for women, regardless of region of level of sprawl.</p>		<p>facilities; safety; perception</p>
<p>Villanueva, K., Giles-Corti, B., Bulsara, M., McCormack, G.R., Timperio, A., Middleton, N., Beesley, B. and Trapp, G. 2011. 'How far do children travel from their homes? Exploring children's activity spaces in their neighbourhood.' <i>Health &amp; Place</i>, doi:10.1016/j.healthplace.2011.09.019. *</p> <p><a href="http://www.sciencedirect.com/science/article/pii/S1353829211001936">http://www.sciencedirect.com/science/article/pii/S1353829211001936</a></p>	<p>'Activity space' is a term used to describe the interaction between an individual's habitual movements and their environment. This paper looks at how children interact with their neighbourhoods, and explores the impact of built environment, socio-cultural and individual factors on the size of a child's activity space. 11480 children and 1314 parents from Perth, WA participated in the study, which took place in 2007. The children completed a cross-sectional questionnaire, wore a pedometer for 7 days and participated in a mapping activity. The parents also completed a questionnaire. The results showed that over half of the participants travelled in less than 25% of their neighbourhoods. There was a relationship between smaller activity spaces, and more local destinations and parent report of living on busy roads.</p>	<p>APAN</p>	<p>Activity space; children; physical activity; mobility; neighbourhood design; walkability; traffic safety</p>
<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
<p>Hanibuchi, T., Kondo, K., Nakaya, T., Shirai, K., Hirai, H. and Kawachi, I. 2011. 'Does walkable mean sociable? Neighbourhood determinants of social capital among older adults in Japan.' <i>Health &amp; Place</i>,</p>	<p>This article explores the relationship between social capital and different area characteristics, including neighbourhood walkability, date of community settlement and degree of urbanisation. The authors analysed data from the Aichi Gerontological Evaluation Study from 2003. The results showed that there was no</p>	<p>APAN</p>	<p>Social capital; walkability; historical context; geographical context;</p>

<p>doi:10.1016/j.healthplace.2011.09.015.  <a href="http://www.sciencedirect.com/science/article/pii/S1353829211001894">http://www.sciencedirect.com/science/article/pii/S1353829211001894</a></p>	<p>significant association between walkability and social capital, however, there was a relationship between community age and degree of urbanisation. The authors concluded that broader historical and geographical contexts of neighbourhoods is more consistently linked to community social capital than elements of the built environment.</p>		<p>urbanisation</p>
<p>Major Cities Unit, Department of Infrastructure and Transport. 2011. <i>State of Australian Cities</i>. Canberra: Major Cities Unit, Department of Infrastructure and Transport. *</p> <p><a href="http://www.infrastructure.gov.au/infrastructure/mcu/soac_files/INFRA_1211_MCU_SAC_2011.pdf">http://www.infrastructure.gov.au/infrastructure/mcu/soac_files/INFRA_1211_MCU_SAC_2011.pdf</a></p>	<p>This report builds on the State of Australian Cities 2010 report, providing an update on population growth and trends; productivity; sustainability (including energy use, water supply, air quality and waste); liveability; and governance in major Australian cities. Australia's major cities, as defined by population, are Perth, Darwin, Cairns, Townsville, Sunshine Coast, Toowoomba, Brisbane, Gold Coast-Tweed, Newcastle, Sydney, Wollongong, Canberra-Queanbeyan, Albury-Wodonga, Melbourne, Geelong, Adelaide, Launceston and Greater Hobart. Chapter 5 of the report focuses on the liveability of these cities, and presents information on housing affordability, socio-economic status and health. The report references the Healthy Built Environment Program's Literature review (Kent et al 2011), and addresses physical inactivity, obesity and social isolation and exclusion in cities. The section from page 184 to 198 provides an overview of issues relating to healthy built environments – including neighbourhood design, active travel, walking, cycling, public transport,</p>	<p>HBEP</p>	<p>Australia; major cities; liveability; physical activity; social interaction; walkability; accessibility; socio-economic status; safety; federal government; policy; statistics</p>

	safety (including road safety and safety in the public realm), access to employment and services, and community wellbeing.		
<b>PROVIDING HEALTHY FOOD OPTIONS</b>			
Asian Development Bank. 2011. <i>Climate change and food security in the Pacific: Rethinking the options</i> . Mandaluyong City, Philippines: Asian Development Bank.  <a href="http://beta.adb.org/publications/food-security-and-climate-change-pacific-rethinking-options">http://beta.adb.org/publications/food-security-and-climate-change-pacific-rethinking-options</a>	This report provides an overview of the current state of food security and its contributing factors in the Pacific region, an evaluation of future threats and opportunities in the face of climate change, and also identifies potential areas where assistance, interventions and investments can be utilised. The report describes the impact of changes in the global food system on the Pacific countries, including changing patterns of food production and consumption, and the impact of this and other global economic and other forces on food and nutrition security.	APO	Food security; climate change; Pacific; global food system; food production; nutrition

\* denotes an item which has been placed in a number of different categories